Ever since the official announcement of the in-tended departure of the political prisoners to Fer-pando Po or elsewhere an outbreak on the part of the volunteers on the occasion has been anticipated.
As you have been advised by telegraph, 12 came, ough in such a comparatively mild manner that Havana has reason to congratulate itself, and his Excellency the Captain General, evidently gratified hat the matter was no worse, has issued an address ongratulating the people and commending the dunteers. The latter have been thirsting for the ood of "the insurrects," as the prisoners of every ass were styled, and it required the moral effect of an order from Spain to enable the authori-es here to ship them off. Their departure was carties here to ship them off. Their departure was carried out, as foretoid in the HERALD. The Spanish
transport steamer Francisco de Borjas, Commander
La Hera, was selected for the purpose and was fitted
up for their reception. On Sunday morning she was
brought down from her moonings to the wharf,
below the Cabanas fortification, opposite the city.
The war frigate Lealtad, which escorts the Borjas to
her destination, left the harbor with the volunteer
guard about nine o'clock and waited outside. The
wisdom of placing this guard on her is evident, as
had it been aboard the ship with the prisoners, the wisdom of placing this guard on her is evident, as had it been award the ship with the prisoners, the simplest accident might have led to a general slaughter. The authorities had taken all possible precautions against any breach of the peace, and near haif-past eleven the line began to move from the fortress to the wharf. The arms of the prisoners were bound and they marched four abreast, with two soldiers to each file. No accident happened, opposite, a large proportion of which were volun-teers in citizen's clothes. There was for a con-siderable time an immense deal of excite-ment, with noise and confusion, but nothing more. Finally an altercation of some character commenced, variously described by ple present, amid which a young an shouted "Viva Cespedes! Death to miards!" and endeavored to make his escape in the condition. He was, nowever, struct, across the face by a gun in the hands of a votunteer and was maltreated by others, who cried out, "Kill him! kill him!" A civil officer, corresponding to a captain of police, interfered and succeeded in getting charge of the man and moved with him up Obispo street to La Fuerza barracks, near the Plaza de Armas. He was followed by a threatening crowd, stigmatizing him as a traitor and calling for the death of the prisoner, but reached his destination in safety with his man. The greatest excitement and confusion followed, and the plaza was soon over-flowing with people. General Dulce, who evidently teared a disastrous riot, immediately went from the paiace to the barracks, into which he had no sooner entered than the gates were closed and a maddened crowd demanded of him the blood of "the insurediate trial by court martial of the prisoner, and

mediate trial by court martial of the prisoner, and in a short time he was declared guilty and shot.

The crowd in waiting outside recognized the police captain as he emerged from the gate, and, as he moved up toward the palace, followed him with threats and maledictions. Arrived opposite the intendencia, or Treasury Building, he became seriously aiarmed and endeavored to enter there. The crowd closed in upon him and he was hussied into an angle of the entrance, when the sentinel on duty there, exclaimed "is he the man who wanted to save the traitor?" and, with an opprobrious epithet, placed his musket to his head and fired. The poor man leaped high into the air and fell dead. It is stated that the sentinel was afterwards tried and pronounced guiltiess, as in had received orders to bermit no one to enter where he was stationed. The policeman, thus murdered for doing his duty, is a Cuban by birth, named Bomeso. As stated he was uncle to the young man who was executed and whom he endeavored to save from the fury of the mob. Meanwhile strenous efforts were made by the authorities and some of the younteer of the laster was the crowd outside the grate of from the fury of the mob. Meanwhile strenuous efforts were made by the authorities and some of the volunteer officers in restore order. Only by the efforts of the laster was the crowd outside the gate of La Fuerza barracks prevented from entering and seizing the prisoner. The captain on guard at the palace succeeded in clearing the plaza and stationed his men along the streets enclosing it to prevent their return. At this time a Spaniard named Ramon Calejar, clerk in a hardware shop, who got into an altercation with a volunteer for using his bayonet too freely, was abot dead, some say by the volunteer himself, and others by a person with a revolver in the crowd, who mustook him for an insurrect. A negro was also killed in another part of the city, accused of uttering seditious cries. Numerous outrages on persons are reported, some of a serious, if not fatal, character; and while there can be no doubt of these m the main it is impossible to get reliable details of them.

volunteers in and out of uniform. As the evening wore on the people dispersed to their homes and all became quiet.

On Monday morning General Dulce issued the following address, which was scattered in all public places and posted about the streets:—

I have fulfilled my promise to you. I lendered you prompt justice, and the entire population of Haeana year-day witnessed one of those terrible scenes, which, though humarity husders at them, are neverticeless necessage which, though humarity shudders at them, are neverticeless necessage which though humarity shudders at them, are neverticeless necessage to the perfect of hidden promoters of the robellon, dared to utter sectitions cries, in a barefaced manner and in open day, transgressing existing laws. One of these, against whom the proofs were replable, has paid with his life for his mad temerity. And what a moment was that selected for so great a scandal. The very one in which the generosity of the superior covernment of the nation, by means of a determined resolution, and the responsibility of which I assume, had placed in security the lives of many others, perhaps not less guilty, but more askite and more accurated to relinquishing results which have brought on them the severity of the laws. Most more askite and more accurated to provide example of criminals ingratitude! Volumeers! Your laws to the control of property. Page and the accurate in another risgorous element to airregard in modification, here after proudy add the accuract stamp of good chim, here after proudy add the accuract stamp of good chim, here after proudy add the accuract stamp of good chim, here after proudy add the accuract stamp of good chim, here after proudy add the accuract stamp of good chim, here after proudy and the surveys of angisted as agrateful.

Volunteers! Besieve in the word of a soldier, whose blood has many times been shed in the defence of our country, all for the laws. Your condidence not faiting me, the Spanish fig. as soon as this strugge of acgrateful sons agains; a g

no information of their movements. The reason for this may be found in the horrible cruelties which are being practised upon both sizes, the details of which, if known, would doubtless cause the world to stant aghast. Very little is said of them by either party, yet it is certain that the eyes of prisoners have been gouged out, their imbs cut from their bodges one by one and their mutilated trunks cut to pieces until happily a visal point was reached or exhausted nature yielded. Again, wounded men writting in agony on the battle field are finished with the bayonet or pistol ball, and prisoners, are shot down in groups and tumbled into a pit like carrion. The worst atroctites of Spanish history, surpassing those of any nation boasting of civilization, are daily emulated in this nineteenta century. The bitterness of feeling between the Cubans and Spaniards, in their coolest moments, will task seriously of putting every Cuban to the sword and so annihilating them, as were the original innabitants by their forefutners, and, if compelled to abandon the island, they insist that they will only do so when they have rendered it a desert, burned every city and hamlet, destroyed every estate, armed the Africans and incited them to rapine and outrage. On the other side the feeling is no less bitter and is mingled with the supremest contempt.

tempt.

The Spaniards who come here are of humble origin and are "shopkeepers" by habit and instanct. By thrift and industry they acquire fortunes and generally return to Spain. The Cuban, who will drive a hard bargain for the products of his plantation, despises the vendor of a pound of sugar or yard of calico. It permeates all classes, too. Said a beautiful Señorita, daughter of untoid wealth, moving in the most aristocratic circles, and yet in the brilliancy of whose eyes might be seen that inevitable line of bine which indicates the blood of Africa—no diagrace here—"I may have the blood

with the innate cruelty of their common, Moorish origin, must be, can be conceived without the details.

Our news from the interior is not favorable to early peace. The railroad from Cientuegos to Sagua, with the branch from Las Crucea, is in running order, but each mile is guarded by seventy-five men, which, as they are on duty at all hours, requires an equal number for relief. They are occasionally fired upon by roving bands of insurgents and one or two killed. They suiter much from the san, the heavy rains and the dews, and many of them are sick. At both the northern and southern extremities of the road sugar is coming in very rapidly, as all the planters are hurrying it forward as fast as possible. Much of it shows haste in the grinding and putting up, and from not a lew of the boxes the molasses runs freely. Letters from that vicinity state that the crops even there must be much reduced, while in other piaces further east it will be of but little value. Morales Rios, chief of the articlery column, had been wounded in the leg, but was recovering. Mintary operations are without interest.

The insurgents have withdrawn from Alvarez, in the jursdiction of Sagua. On the arrival of the troops under Colonel Araoz on the 18th the place was tranquil. While there the rebels assassinated three Spanish citizens. They took the road to Carthagena, in Clienflegos. Encounters had taken place in Maguoraya, Mots and Sants Cruz. Great activity prevails with both combatants.

By the arrival of the steamer at Batabano we have dates from Manzandillo to the 19th. The rebels recently destroyed four estates in that jurisdiction. Fifty-eight volunters, all Clabans, had arrived from Bayamo. They met several bands of insurgents on the way, but escaped molestation by feigning to be rebels. The place is still besieged and random firing occurs every night along the picket line.

Dates from Villa Clara the 20th confirm the death of Lorda, the insurgent chief. The five dollar notes mentioned heretofore as having been issued by the insurge

don.

In Santa Cruz, the 20th, large supplies of stores had arrived to be sent to Puerto Principe and other points for the army in operation. It was reported that quessag, with his command, had abandoned the line of the north coast and moved toward the

the line of the north coast and moved toward the south.

In Trinidad, Manicaragus, which the troops seem for some reason to have abandoned, had been reduced to ashes by order of ex-Consul Cabuda, as also the hamlet Guinia de Miranda. The situation is much worse than has been represented, and much damage was being done. An encounter took place recently at Palo Viego, twenty miles from Trinidad; 300 rebels were surprised and twenty-five killed, including Otto Schmidt, ex-Consul of the United States. Information has reached here from Cardenas that an expedition of some sort is expected there and precautionary measures have been taken. Seven nundred troops had left for Macagua, and reinforcements are expected from Havana.

In the jurisdiction of Matanzas a number of cane fields have been burned, and a continued movement of troops and voiunteers indicates the presence of insurgents.

In Santiago de Cuba, the 18th, the government was

In Santiago de Cuoa, the ISIA, the government was about returning the arms taken from private persons.

Government has received information that a vessel has left the United States with 400 men, 300 of whom are American citizens. They have been betrayed; if captured in Cuban wasters they will surely be shot.

On Saturday afternoon arrived the Spanish mail steamer Madrid, from Barceiona via Porto Rico, with 451 troops, incuding another host of officers. The Spanish transport steamer San quintin arrived on Sunday last, with 750 troops and several officers, from Corunna via Cadis, Gibara and Nuevitas.

Owing to the urgent call from various quarters of the island for reinforcements as many of the volunteers of this city as possible will be sent to the field. General Dulce in his address to the volunteers after review said as much.

A new company of artillery volunteers is being organized from the spare hands and outdoor workmen of the artillery parque of this city, under the name of Maestranza de Artilleria.

The fifty prisoners sent here by Lieutenant Governor Armiñan have been sent back for him to "dispose of" in accordance with the law.

The chief Alcaide of Manzanillo has, without leave from the superior authorities, come here to represent to General Dulce the necessity of reinforcements there.

of these m the main it is impossible to get reliable details of them.

As usual all sorts of stories are afloat and plots by the Cubans and plots by the volunteers are everywhere talked of. The former are accused of inciting a riot with some end in view, what it were hard to tell, while the others are charged with getting up an excitement with a view of massacring the prisoners or killing a few Cubans. There is little doubt, however, that the demonstration was unpremeditated and resulted from the insolence of the volunteers, who do not trust the authorities and are fully aware that the city is at their mercy.

It is worthy of remark that though, as reported by the Spaniards in justification of outrages committed, seditous cries were uttered, such as "Viva Cespedes! Death to the Spaniards "yet the foreigners present, without exception, insist, that nothing of the kind was heard, and that the troubles all grew out of the lawless reckless conduct of the volunteers in and out of uniform. As the evening wore on the people dispersed to their homes and all became quiet.

On Monday morning General Duice issued the folposen sending of iron-chast to key west, to be at hand in case of complications arising here, and the increase of the North Atlantic squadron, have caused much speculation here. The Cubans are, of course, exultant, and the Spaniards a little crestfailen. Among the Americans the propriety of getting away before any such complications arise is generally conceded, as their lives would not be safe from the volunteers and the rabble thereafter.

Spanish gold has looked up again. One and a quarter to one and a half premium is now asked.

Outrage on the American Flag-Case of the Brig Mary Lowell—Statement of the British Officer—Excitement in Nassau—The Peruvian Monitors.

The British gunboat Cherub arrived here on Mon-day evening, bringing from the Governor of the Bahamas to the English Consul General here the sworn statements of the Collector at Ragged Island and other parties concerning the capture in British waters of the American brig Mary Lowell, of New

York, by the Spanish war steamer Andalusia.

The Custom House officer, Mr. Walter Wilson, who had arrived at Nassau in the schooner Margaret, with the view of bringing the matter to the notice of the Governor, states that he was on board and in charge of the American brig Mary Lowell, in the capacities of pilot and custom house officer, and that he had been so for a period of eighteen days, and that he had the hatchways sealed down with the seal of her Majesty's customs. He says:—"On the afternoon of the 15th, about twenty minutes past were no worse, has not had the entry of the sundant and the su

vessel and spread over the rail. On our leaving the Mary Lowell the American say was removed, and almost immediately atterwarks the brig was made last to the gunboak, and both proceeded to sea in a southwesterly direction.

Upon the arrival of the news in Nassau it caused the intensest excitement. It was published in an extra by the Heraid, and all daases were load in their denunciation of the act. The paper referred to speaks of it as "an outrage see wanton and unpardonable in its action as to immediately demand that the most prompt and vigorous measures be at once adopted by our government to windicate the honor and integrity of the British empire."

The Governor immediately githered all possible evidence of the facis of the case and despatched the gunboat cherub with the documents to the British consul here.

The vessel had been held there for some time by the Andalusia and other war steamers from Havana, and her captain, owing to this fict, had gone to New York, doubtless for instructions leaving the custom house officer, Mr. Wilson, in charge of the vessel.

It has been a matter of wonderment both here and at Nassan that the British government should have permitted the Mary Lowell to have been so long blockaded in one of its ports. Doubtless this fact encouraged the Spanish commander to believe that it would wink at his capture of the vessel.

The British Consul General, Mr. Dunlap, on receipt of the information, wrote to the Captain General, reciting the same and asking for explanation. His Excellency responded that he knew nothing of the matter and referred him to the Admiral, who returned the same answer, with the addition, that if the matter was as represented the commander of the Andalusia had acted without instructions.

The following appears in the extra of the Nassau Heraid, dated March 19, referred to:—

The schooner Margaret brought down this morning seen cluban refuges and two officers from the Peruyian ram now lying at Ragged Island. We learn from our correspondent that the ram, while on her wa

were lost.

Your correspondent at Nassau, writing on the 19th, says:—'Owing to the capture of the Mary Lowell there is very great excitement here against the Spaniards, and every one is crying vengesnee. There are about 100 Cubans here, and all are well armed. The Cuban slag is dying from two of the houses. The Spanish Consul here is very much alarmed. The Guardiana remains in port. One of the Peruvian monitors is now lying at Ragged Island. She recently called at Port Naranjo, Cuba, and the patriot chiefs Manuel and Marcano went on board and had an interview with the officers.

The American Steamer Telegraph-Revolu-

HAVAMA, March 24, 1889.

Advices from St. Thomas of 15th inst. say that
the American steamer Telegraph, of which I spoke
in my last, proceeded to Puerto Piato. Luperon
was on board, and upon her arrival the authorities refused to permit him to land, threatening to shoot him if he did so. The steamer then proceeded to St. him if he did so. The steamer then proceeded to St. Marc, where on the 10th she remained, with Luperon and other Dominicans on her. It is certain that she is intended for the revolutionists of St. Domingo.

Affairs there seem favorable to their cause. Beez has sent directions to the Consul at St. Thomas to make an amicable arrangement with Cabral if possible; but it is not thought probable that anything will be done. The Diario of St. Domingo states that many merchants of St. Thomas are seriously opposed to the treaties between Baez and the United States government, and in order to carry out their intentions have facilitated the acquisition of a well-equipped steamer and two schooners by Generals Luperon. Cabral and Pimentel. They are accompanied by about 400 exiles fully prepared to conquer or perish in the attempt. General Luperon is to land in the North, Cabral in the South and Pimentel in the East. Much enthusiasm reigns, and it is expected that the majority of the Dominican population will join the movement, because they cannot fail to perceive that in case of annexation the same fate awaits them that befell rejas.

A later report mentions the arrival at Turk's Island of General Luperon. Cabral and Pimentel on basets.

that to perceive that in class of annexation the same fate awaits them that befell Tejas.

A later report mentions the arrival at Turk's Island of Generals Luperon, Cabral and Pimentel on board a schooner under the American flag, accompanied by the exiles. They were to have landed in the North, but failed in the attempt, and were making for Ja

maics.

The same journal reports tranquillity throughout the republic, but reports from other sources mention that the news of the expedition having left St. Thomas caused much excitement.

The crops of coffee, tobacco and cocoa are very abundant and the holders were expecting good

HAYTI.

HAVANA, March 23, 1869

rom Hayti. On the 8th inst. Salnave with his force encountered the revolutionists and had a desperate fight. He was routed and eight pieces of caunon taken from him. He lost 103 men, Otherwise the atteation remains much the same.

Up to the 25th February the British man-of-war Jason was lying at Port au Prince and the Dart at Aux Cayes.

THE LATE JAMES HARPER.

Meeting of Book Publishers in Regard to His -Adoption of Appropriate Resolu-

Harper, of the firm of Harper Brothers, assembles yesterday at three P. M. at the book store of Apple The attendance was large, and the feeling of regret which prevails among the book trade at the loss of such an eminent member and representative was expressed in the countenances and hearing of those who had assembled to honor his memory and express their sympathy for his family. Mr. Roe Lockwood was called to the chair and Mr. Smith Sheldon appointed secretary. appointed secretary.

The chairman, after announcing the untoward event which had called them together, said:—We have assembled here to-day to pay a tribute of respect to the memory of James Harper. Few names are as extensively known as his. No American was so well known in this and other lands. All knew have assembled here to-day to pay a tribute of respect to the memory of James Harper. Few names are as extensively known as his. No American was so well known in this and other lands. All knew the establishment of which Mr. Harper was the father, and when he (the speaker) looked back upon the lime when that establishment was young it seemed to him that they were reminiscences of a bygone generation. In 1819 Messrs. J. & J. Harper, the original firm, had a small printing office, and that was the Joudgation of the present immense establishment. One of the first books printed by the original firm was the "Ladies' Companion" for his (the speaker's) brother. They prolished the "Wayerley Noveiss" and many other works of standard Highesture. We have, he said, attended the funeral services of many decount. They published the "Wayerley Noveiss" and many other works of standard Highesture. We have, he said, attended the funeral services of many deceived numbers of the trade, but in his (the speaker's) opinion, his would be the most impressive of all. It taught a lesson he hoped all would heed. Mr. His present might be to be seen to be seen to be seen to be seen the seen to be seen the seen to be seen the seem

THE STEAMSHIP RING.

Ocean Mall Subsidies. WASHINGTON, March 28, 1802.

The announcement made in the papers yesteriay morning that the Senate Post Office Committee had agreed to report the bill introduced by Senator Fenton to "encourage the building of steamships in the United States, and to provide for the transport of the mails to Europe by steamships built in the United States," has no doubt aroused public attention to the importance of having this subject properly ventilated. To enable the merchants of New York, who are the parties most interested in having the ocean mail service performed by fast and safe ships, to form a just estimate of this measure, I propose briedy to point out its true bearing and objects.

The tule of the bill sets out with the specious pretext of "encouraging steamship building in the

text of "encouraging steamship building in the United States," but it ends with the true objects of these lobby companies, who have combined their forces, in hopes of carrying what they separately failed to get last session. The real object is disclosed in the words "and to provide for the transclosed in the words "and to provide for the trans-port of the mails in steamships built in the United States." The three bogus "companies" combined in this bill are the North American, which proposes to run steamers to Antwerp once a week; the sec-ond is the "inevitable" Commercial Navigation Com-pany, and number three is the "American Steam-ship Company" of Boston.

Now Company No. 1 has the control of a lot of eld, worthless wooder steamers, such as the Armer Rul-

Now Company No. I has the control of a lot of eld, worthless wooden steamers, such as the Arago, Fulton, &c., which have been bought up by a capitalist, whose name does not appear, for an "old song." If this bill can be passed it is hoped that the speculation will prove a good one. The stock can then be got on the market and the mails will go in these superannuated vessels in fifteen to eighteen days per voyage.

got on the market and the mails will go in these superannuated vessels in fifteen to eighteen days per voyage.

Company No. 2 is the bogus concern which the late Postmaster General refused to have anything to do with because he found their bill contained a very black "gemman" in the fence. The present bill authorizes and "directs" the Postmaster General to contract with it, "in conformity" with the sot which Postmaster General Randall considered a fraud, to carry the mails once a week "between New York and Liverpool," and "once a week between New York and Liverpool," and "once a week between New York and Bremen or Hambufg." Ac. &c. in furtherance of the objects of these enterprisfig individuals, they are reported to have sold quite a number of tickets to poor German girls and others for passages in their steamships during the present season, without having as much as an old smoke pipe to show. It is probable that their new allies, companies No. 1 and No. 3, have agreed, in consideration of the aforesaid aliance and influence, to come to their relief and fulfil their contracts. In no other way can this be accomplished, for the parties to this reported transaction are wholly irresponsible. The Post Office Committee should require a full and explicit statement of the number of tickets so sold, and the amount received therefor, to be made under bath, and also call for all contracts made by this company this loby and other agents to obtain the consent of Postmaster General Randall's signature to their bonds, &c.

Company No. 3 has been formed to purchase the

with lobby and other agents to obtain the consent of Postmaster General Randall's signature to their bonds, &c. No. 3 has been formed to purchase the two wooden ateamers projected at an indignation meeting held at Boston, when Mr. Cunnard withdrew their is of that company's steamers from the Boston line. The steamers served as a safety valve to the indignationists, and to relieve a number of the merchants of the "Hub" of their surplus funds; but they proved great failures in speed, and have since, like the old tubs of Company No. 1, been bought up for a song by speculators, who now desire to make a market for them.

This is the manner in which the "building of steamships in the United States" is to be "encouraged" under this act. Bection two provides "that all money received by the United States from ocean and inland postages on foreign mails carried between the United States from ocean and inland postages on foreign mails carried between the United States from ocean and inland postages on foreign mails carried between the United States from ocean and inland postages on foreign mails carried between the United States and Europe be and hereby is set apart for the period of fifteen years, and is authorized to be expended as hereinaster provided."

The next section provides for a division of the spoils, pro rata, &c. It also, as a ruse, attuitate that the mortgage itus to be made on the European postages shall not entitle the contractors to indeminity in case Congress shall reduce the rates of ocean postage. What chance there would be to carry out such a beneficent project as a further reduction of ocean rates of postage in face of the active opposition of three steamship companies can readily be conceived by those who know how such matters are managed here.

What is the use of such a body as the New York

conceived by those who know how such matters are managed here.

What is the use of such a body as the New York Chamber of Commerce, if they do not look into these matters and inform Congress of all these mischievous schemes to inveigh it into "authorizing and directing" the Postmaster General to do acts so manifestly injurious to the public interests?

There is unquestionably a desire existing in Congress to do something to encourage the establishment of first class American steam lines on the Atlantic, but up to this time no prominent capitalists or merchants have come forward with an offer to build and navigate the right sort of ships. The field in nonassion of a tot of tobyjusts, more or less respectable, but nevertheless mere tobyjusts. Some of the least respectable of the class are using the names of good men as backing them, but I learn on application to several of these gentlemen that they knew potjuing of the schemes or the very free use made of nothing of the schemes or the very free use made of their names.

FREE TRADE IN OCEAN STEAMSHIPS.

TO THE EDITOR OF THE HERALD:-At the present time, when the question of how are we to re-establish our navigation interests upon the Atlantic, is commanding the earnest attention of legislators and merchants, the annexed extract from a very interesting article on "The National Prospects and Resources," from the pen of Admiral Porter, and published in the "Galaxy" of July last, is both interesting and instruction. Porter, and published in the Sours truly, is both interesting and instructive. Yours truly, J. S. O.

New York, in this matter of communication, as in everything else, is the great emporium. To it, as the centre of trade, are exported all the necessaries and tuxuries of Europe, and thence depart the passengers who would visit foreign shores. This steam trade will so increase in magnitude from year to year will so increase in magnitude from year to year judging by its constant progress in the past) that the city of New York will scarcely afford facilities for the augmented business. If this trade is so great under ordinary circumstances, let us consider what it will be when the great East India trade is centred in New York; when Jersey City, Williamsburg, Brooklyn and both shores of the Hudson for nules

cludging by its constant progress in the past) that the city of New York will scarcely afford facilities for the augmented business. If this trade is so great under ordinary circumstances, it us consider what it will be when the great East India trade is centred in New York; when Jersey City, Willamsburg, Brooklyn and both shores of the Hudson for miles will be lined with steamships and sailing vessels waiting for the India freights that will be brought to us by our Pacific railroads.

The present generation will live to see this, if we exhibit any wisdom in our government councils. We should commence now to prepare for the great commercial struggle that is to come, and our government should at once hold out inducements to our merchants to start new lines. Congress ought even (for the present) to withdraw the restrictions with regard to buying foreign vessels, and let us purchase the lastes; and best steamers that can be built on the Clyde, since, owing to the high duties imposed on articles used in shipbuilding, it is impossible for us to compete with foreign ship constructors in building either steamers or sailing vessels. The steamers now run by the French are English built and of superior construction to the old style of vessels. Why, then, should we not adopt the same class of vessels and drive both French and English from the track?

It may be a selfish consideration to wish to deprive our neighbors of a share of the profits of the carrying trade, when there are apparently enough for all; but as this trade of right belongs to us we should never allow such a reflection to be cast upon our entorprise as to perform frago.

The prize free of a faiton is measured by its commercial prosperity, as may be illustrated by that little iron-bound island, England, which dictates have to the maritime world, and constantly holds the bainnee of trade against all other nations. As a military power, she is respected by all the world, and she nolds, commercially, the same position that we could hold if we would take advanta

been violated by England—the nation which helped to drive our commerce from the ocean.

Our navy must be rebuilt on a new system with new plans. After perfecting our ships we must adopt a ratio by which the size of our navy will be in proportion to the size of our commercial marine. That is, we must have so many tons of naval vessels to so many tons of proportional number of tons of naval vessels to a proportional number of tons of naval vessels. At present we are in no condition to assert our rights, and a though we have nominally a number of vessels on our naval register, yet few of them could render any service a vessels of war on the ocean.

Our squadrons or all the stations are entirely at the mercy of one or two heavy iron-class such as are found in the English and French navies; for such vessels as these would destroy our entire force in a very short time. Let us hope that there will not long be cause for maxety, and that instead of taking war against a lation that could do us irreparable mischef in the vent of hostitities, we may settle our difficultie by diplomacy. We can, at least, take our revenge bwistancing our rival in commerble mischief in the event of hostilities, we may settle our difficultie by displomacy. We can, at least, take our revenge bydistancing our rival in commercial enterprises, and snatch from England the price by which sike has gained her strength and glory. Let us husband our resources, build up an army and a navy, and then pur motto may be Nemo me impused lucessic.

D. D. P., United States Navy.

BROCKLYN CITY.

UNITED TATES DISTRICT COURT. Infringement one Patent for a Sewing Ma

Infringement on Patent for a Sewing Ma-hine Guide.

Before Judge Benedict.

William B. Bihop vs. James F. Skiff and
Others.—This was maction to recover damages for an infringement of patent issued to plaintiff May 20, 1887, for an improviment in sewing machine suides. The defendants desired the infringement. The jury returned a verdici for the plaintiff, assessing his demages at \$500.

UNITED STATES CIRCUIT COURT.

Before Judge Benedict. The following persons were arranged on indict-ments found by the Grand Jury charging them with being retail bequerisalers without having paid the special tax, all of rhom pleaded not guilty:—Owen Moore, John Buckey, Jerry Smith, Fred. Charsell, Thomas Adlam, James Nevins, John Riley, Christian F. Rall. Mr. Wm.H. Hollis was assigned as counsel for Adlam and More, and their trial was set down for Friday next.

SUPREME COURT-SPECIAL TERM.

Decisions.

If Judge Gibert.

George N. Estonet at., Rescutors, vs. Albert Reed and the City of brooklyn.—Judgment for Reed is prayed for, with osts against Reed only.

Albert Reed vs. Maron M. Lyon and the City of Brooklyn. Judgment for defendants.

COURT OF SESSIONS.

Before Judge Tro; and Justices Hoyt and Voorhees

A German, answering to the name of Gustave Gott was tried yesterdy on the charge of stealing on the night of the 13in & February last from E. B. Chap-man, a fellow border in a house at Greenpoint, two suits of clothe and a gold watch. He was found guilty and sentened to two years and three months in State Prison.

gnity and sentened to two years and three months in State Prison.

ALLEGID HIGHWAY ROBBERY.

John York, a mm about twenty years of age, was tried on a charge of highway robbery. The alleged victim was Patrix Crow, who testified that while going home on its night of February 3 he met the prisoner and wen with him into a drinking place in gold street, where they had drinks together; Crow, before leaving, lent York two dollars, taking from his pocket wen he handed the money to him about fity dollarsmore; not long after Crow started home, and just ashe reached his own door, a blow from behind brought him senseless to the ground. Prisoner was charged with dealing this blow. Jury disagreed.

being members of Engine Company No. 1, and his leg having been broken by them in three places, thereby laying him up. The writer appealed to the toard, asking compensation from the city for the loss of time necessitated by the character of the injuries thus received.

The Chairman expressed the opinion that the city could not protect citizens against the action of such parties. The only redress to be had was through the prosecution of the persons who committed the assault. Alderman Ciancey spoke favorably of the reputation which the company mentioned has heretofore sustained, and discrediting the statement that the assault was committed by members of No. 1 Engine. He moved that the communication be returned to Mr. Naddle. After some further discussion the matter was laid on the table.

The Mayor sent in his veto of a resolution previously adopted awarding the contract for repairing wells and pumps in the lwelfth ward for the sum of \$659. The Mayor is of the opinion that the wells in question, which have not been use for years past, should be filled up, and further useless expenditure in this item of expenses thereby avoided.

Alderman Whiting, from the Committee on Public Buildings, reported, recommending the award of the contract for furnishing the Forty-seventh precinct station house to C. E. Lickey for \$1,555. The Committee on Station Houses reported in favor of leasing a building on the southwest corner of Van Brunt and Sullivan streets, Twelfth ward, for the sum of

Buildings, reported, recommending the award of the contract for furnishing the Forty-seventh precinct station houses to C. E. Luckey for \$1.505. The Committee on Station Houses reported in favor of leasing a building on the southwest corner of Van Brunt and Sullivan streets, Twelfth ward, for the sum of \$1,500 per annum, said house being suitable in their judgment for the use of the subpolice precinct of the Porty-third which it is proposed to establish in that ward. A communication was submitted from Police Captain George Rhoues, expressing a preference for a building on King street, which he considered a more desirable location. The rent of the latter is \$1,400. Aiderman Bergen offered a resolution in favor of the latter, which was carried.

A communication was received from William Richards in the control of the Atantic and Fifth Avonte Railroads, 20 Seiston of the Atantic and Fifth Avonte Railroads, 20 Seiston of the Atantic and Fifth Avonte Railroads, 20 Seiston of the Proposition of the Board requesting the front to the resolution of the Board requesting the front to the resolution of the Board registers on most of the roads, and in support of this position addies from the last published reports of the Erockyn City, Brooklyn and Jamaica. De Kaib Avanue. Concy Island (Smith street) and Broadway roads of Brooklyn, and the Third Avenue Railroad as being the most prolitable. The results arrived at from these reports show that at a reduction of one cent each, or one-sixth of its cash passenger receipts, even the latter company would lail short of paying its expenses over \$40,000 on its year's business. The figures in support of this position are cited by Mr. Richardson, who in conclusion offered to surrender to the Common Council the roads operated by him, with their equipments, upon the return of the amount of his cash investment, provided the city will guarantee that all acult passengers shall be carried for five cents each, with sanicent accommodations for travel. The offer to remain open until the 1st of J

THE FIFTEENTH AMENDMENT. Nine States have ratified and two rejected, so far,

Rine States have rather and to rejected, so far, the fifteenth amendment, as follows:

Ratifications—Kansas, February 27; West Virginia, March 3; Wisconsin, March 5; Hinnels, March 5; Michigan, March 11; South Carolina, March 11; Arkansas, March 16; Pennsylvania, March 26. Total, 9.

Rejections—Georgia, March 18; Delaware, March 18, Total, 2.

Rejections—Georgia, March 18; Delaware, March 18. Total, 2. In addition to the above States Rhode Island, which will certinly ratify the amendment, on March 24 postponed the consideration until May, and on the same day the new democratic Governor of New Jersey submitted it to the Legislature of that State. To prevent the Indiana Legislature from giving its assent the greater number of the democratic members of that body recently resigned. This proceeding has delayed, but will probably not deteat the ravorable sction of that State.

THE FEVER SHIP.

se of the Examination by the Con ers of Emigration—Further Corroborative Testimony—A Tale of Unexampled Horrors on the Broad Ocean.

an the Broad Ocean.

At three o'clock yesterday the further taking of testimony in the case of "Carey against the snip James Poster, Jr.," was resumed at Castle Garden, in pursuance of adjournment, before Commissioners McElroy and O'Gorman. Mr. George Smith was again present to watch the proceedings on behalf of a number of passengers, and Mr. Hubbard conducted the cross-examination of witnesses on behalf of the owners of the verse. The testimony allested of the owners of the vessel. The testimony elicited, while it corroborated that of all previous witnesses, and went still further, and disclosed some of the most sickening details of murder, brutality and

most sickening details of murder, brutality and starvation on board that "ocean hearse," the James Foster, Jr., which it is possible to conceive. There were three witnesses examined at length yesterday, whose evidence, given in a calm, unpre-judiced, straightforward manner, could not full te impress one with their truthfulness, especially as it agreed almost to a notch with what has already been fully published in the HERALD. Below will be found the principal facts in the testimony of the last witness, who was a passenger cook on board, and throws more light on the matter than has yet ap-

I shipped on board the James Foster, Jr., on her

last voyage, as passenger cook, and was afterwards converted into an ordinary seaman; I signed a book at Hart's, No. 31 Waterloo road; I did not know the ship was to sait in the morning, and he sent his man ship was to sail in the morning, and he sent his man with me on board at eleven o'clock; I was never on board a ship before; Mr. Hart's under agent, Mr. Prior, told me I would have to clean between decks and cook for the passengers; he would not allow me to fetch cooking utensils nor yet a water can; he tood me I would be in bed overy night, and that I would be served from the ship's galley; I brought some cheese and superior bread with me for a change.

Commissioner O'Gorman—Was any inspection of the crew or passengers made when you went on board? A. Yes; the day we weighed anchor, which was the 18th of December, 1868, we were called aft, and one John Williams, under agent for Mr. Tracey, of the Black Ball line, of Liverpool, was passing by, and he said to me and another young man named Colson, "God d—n it, why have you not got a monand one John Williams, under agent for Mr. Tracey, of the Black Ball line, of Liverpooi, was passing by, and he said to me and another young man named Colson, "God d—n it, why have you not got a monkey jacket on to make you look something like a sailor?" we said we thought our clothes were good enough; he said, "There is a man coming on board and he is a detective, and if he asks you where you are going or anything like that, tell him you are, working your passage like a man, but don't tell him you paid any money!" that lead me to think I was swindled out of my money. I asked one of the men on the tugboat who that man was, and he told me he was a commissioned officer; for the first week we got our provisions very regularly, and I had no cause of complaint; after that it was different; when I was detailed to do other work than cooking. I told the mate I shipped for a passenger-cook and paid two pounds five; he said I would have to work as a sailor till I reached New York; I worked on deck as a sailor; I have seen the passengers, in several mistances, turned out to work at twelve, one and two o'clock at night; I never got a stroke or an angry word from any person with the exception that when I went for provisions to the captain or mate, I was told to "no gone you son of a b——;" I have seen passengers struck by the first mate and carpenter several times; I saw the first mate strike a passenger close by the galley door, and kinock him right against the bulwarks and he fell on the deck;

genity and sentenced to two years and three months in State Prizon with only high and the provision and the exception of the prizon with the prizon of the prizon with the prizon of the prizon with the prizon of the prizon of

Taiber, a passenger cook, died there; I saw the doctor beat him and hand him over to the carpenter to put him under the pump and he died two days after; the doctor beat him to make him work and he was not able; I saw the doctor drunk nearly every lime I met him; I was not sick when I came on board; I was one of the strongest men on board (the witness now presented a very striking contrast to this testimony); I could catch a barrel of flour and run all over the ship with it; I have not been sick since I came on shore; I was sent to Ward's Island, but the next morning after I arrived there I was crying for bread. (The witness here corroborated the other witnesses as to the short allowance of provisions, &c.) I went to the mate about a dozen times to complain about not getting enough provisions; he said:—"Not a G-d—no noe of you son of a b—." I told him one time! was staggering with hunger; "Well, he said; "get your mates, and I will give you sonie;" I did so, and the captain, when he saw us, said, "What are these fellows doing there?" the mate said, "I am going to give them some biscuit," and the captain said, "Not a G-d d—n on hit?" there was pienty of tresh water on board when we came to anchor in the river here.

Cross-examined by Mr. Hubbard—My business is miner and pump litter: this Coison that I sp ke of was a carpenter by trade, a very respectable and intelligent man, and he belonged to London; he is overboard long since; the carpenter killed him; if the carpenter man, and he belonged to London; he is overboard long since; the carpenter killed him; if the carpenter wish here to contradict a statement made by Mr. Marshall to the effect that the crew of the vessel numbered lorty-two or forty-three; that is not correct, for there were eleven of those passenger cooks; to the best of my opinion there were only thirty-one scamen on board.

The witness—I wish here to contradict a statement made by Mr. Marshall to the effect that the crew of the vessel numbered for the vessel numbered lore, the other of the vessel

been out of sight for three weeks and was not to be seen; the last part of the voyage he was about at times.

CLOSE OF THE EXAMINATION.

Commissioner O'Gorman—There have been now about a dozen witnesses examined in this proceeding. The authority to examine witnesses in cases of this kind was granted by the Legislature at its season in 1898, and the object of the law was to enable the Commissioners of Emigration—first, to satisfy themselves as to the treatment of the limitgrant passengers under Rich charge, and, secondly, to receive the testimony of passengers in case any charge of injury to them was made, and to perpetuate it by fling their depositions in the County Clerk's office. Beyond that the Commissioners have no power, and the evidence now taken is to serve for any parties who may choose to assert their claims by civil action. It seems to me that, as far as the Commissioners are concerned and the commistice which is now sitting, we have gone far enough to enable us to report upon this case, and I see an necessity of continuing these proceedings any further. At the same thus, I suppose that any party desirous to have testimony perpetuated in this matter can secure the aid of any Commissioner by due application, and that some one of the Commissioners will be willing to facilitate any arriber investigation into this matter. As far as the commission are concerned it seems to me they have done their duty. The statute does not contemplate that this should be, in any way, a trial of the case. It is merely to facilitate any parties who choose to avail of the testimony so taken and perpetuated, and which might not be otherwise attainable.

Ar. Hubbarti—I suppose that remark applies to the owners of the ship as well as to the examined the statute as to that.

The proceedings here terminated, and the Commission was dissolved.